

Montana and the Sky

Vol. 35, No. 9

MONTANA AERONAUTICS DIVISION

September 1984

CAP PRESENTS SPECIAL AWARDS

At a special presentation during the Montana Aeronautics Board meeting on August 17, the Montana Aeronautics Division was presented the 1984 Frank Brewer Regional Award for Excellence in Aerospace Education. In addition, Great Falls educator JoAnn Eisenzimer was awarded a plaque representing her selection as 1984 national Aerospace Educator of the Year. The presentations were made by Col. William Hewitt, state wing commander of the Montana Civil Air Patrol.

The Montana Aeronautics Division received the award "in recognition of notable contribution to the advancement of youth in aerospace education." The Division sponsors aerospace teacher workshops providing training for Montana teachers and is active in offering seminars and airport tours for school children.

Each year the CAP makes a national award to the one individual in



Col. Hewitt presents the Regional Frank Brewer Award to Mike Ferguson (right) and Mike Strand, Aeronautics Board member representing aviation education.



Col. Bill Hewitt presents a plaque to JoAnn Eisenzimer recognizing her special achievements.

the United States they determine has done the most for the youth and aerospace program. This year's recipient is JoAnn Eisenzimer. JoAnn has been active for many years in aerospace education workshops sponsored by the Montana Aeronautics Division. She holds a master's degree from Northern Montana College and has attended numerous workshops and training seminars. She has developed aerospace education programs in the Great Falls schools and a special unit for the 4-H clubs in Cascade County which may soon become available statewide.

In 1983 JoAnn received the Merlyn M. McLaughlin Award as National Aerospace Workshop Director of the Year at the National Congress on Aerospace Education.

In remarks following the presentation, JoAnn emphasized the importance of such programs and thanked the Aeronautics Board and the Division for their continuing support and encouragement.

INAC Scholarship Awarded To Vo-Tech Grad

A \$500 cash scholarship was presented recently to Mike Walker, Helena, by the International Northwest Aviation Council (INAC).

Walker, a recent graduate of the Helena Vo-Tech aviation maintenance program, plans to use the award for the purchase of tools.

INAC is made up of western states and Canadian provinces. The scholarship, originally established by Lucille Wright of Casper, Wyo., in memory of a former INAC president, is an annual award. This year two awards were given—one in the U.S. and the other in Canada. In succeeding years the scholarships will alternate between countries.

Walker has left Helena to attend the Army helicopter maintenance school at Fort Rucker, Ala., sponsored by the Army National Guard. He hopes to return to this area to work following his training.



Mike Walker receives a \$500 check and certificate from Harold Hamm (left), president of INAC, and Mike Ferguson, Aeronautics administrator and member of the INAC Board.

Administrator's Column

The U.S. Senate passed legislation which will regulate underground fuel storage tanks. It is anticipated that the House and Senate Conference Committee will resolve differences between their two versions of the bill, and it will receive Congressional approval. The bill will require that the states or local governments develop underground tank registration standards which must be approved by the EPA. These regulations must include:

1. Setting standards for installing new underground systems.
2. Providing a recording inventory system to detect leaks.
3. Setting up a reporting system and corrective action.
4. Setting standards for correcting leaks.
5. Setting a minimum level of financial ability to compensate for damages caused by leaks.

These regulations will not apply to privately owned/used underground tanks less than 1,100 gallons. Penalties will include:

1. A maximum of \$25,000 per day if the owner/operator fails to comply within the specified time period.
2. A maximum of \$10,000 for knowingly providing false tank information.
3. A maximum of \$10,000 per tank if tanks do not comply with national fire standards.

I'm not sure at this time how this will be handled in Montana. The Montana Departments of Agriculture and Health have been jointly involved in enforcement of the EPA rules as they relate to aerial applicators' ground contamination problems associated with the handling of pesticides; and, therefore, these departments may well be involved in the enforcement of the new federal regulations on underground fuel tanks.

A hearing was held by the U.S. Forest Service in Kalispell on July 20 in response to the formal appeals filed by the Montana Aeronautics Board and the Montana Pilots Association protesting the U.S.F.S. decision to close the Sondreson airstrip. Mr. Ed Brannon, forest supervisor of the Flathead National Forest, conducted the hearing and subsequent to that date requested a meeting on the Sondreson airstrip. The meeting was held on August 8 and I, along with Aeronautics Board member Mike Strand and MPA President Nils Pearson, attended. The airstrip was inspected and the issues were discussed which brought out some new facts and considerations. On September 6, Mike Strand and I again met with Mr. Brannon during which time he announced his decision to uphold the previous decision and leave the airstrip closed but with some conditional exceptions. The airstrip may be occasionally opened with certain special use permits such as group fly-ins, training sessions, etc.; and during a two-year trial basis this type of use will be closely monitored and again reviewed at the end of that time. This decision is subject to a further appeal process. I am not sure what the response will be from our Aeronautics Board; however, their next meeting is scheduled for October 11 and 12 and this issue will be on the agenda for discussion at that time.

I attended the Governor's Essential Air Service Task Force meeting held in Billings on September 7. This Task Force is made up of officially appointed representatives from each Montana community receiving subsidized essential air service plus the Montana Chamber of Commerce and the Montana Aeronautics Board. Governor Schwinden has endorsed these officially appointed community representatives by further appointing them to



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Gary Buchanan, Director

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ADMINISTRATOR'S COLUMN — Continued

Governor's Essential Air Service Task Force. This Task Force, which was originally formed in 1979, has gained recognition nationally, and some other states have formed something similar to address the same issues. The Aeronautics Division acts as their support agency. The main purpose of this Task Force is to closely monitor the scheduled air service they receive under the essential air service guaranteed under the Airline Deregulation Act of 1978. Of great concern is that this subsidized essential air service guaranteed under the act will expire in 1988, and planning for alternatives is paramount. To wait until 1988 before addressing the many issues of concern would likely be catastrophic for Montana's scheduled air transportation system. A close working relationship between the Task Force and Big Sky Airlines, which serves these points, has been developed; and this is essential in understanding and addressing day-to-day as well as future concerns.

FSS To Offer WATS Lines

Effective October 1, 1984, pilots throughout the state of Montana will be able to dial the Great Falls and Billings Flight Service Stations toll free.

On that same date, the Montana Aeronautics Division will terminate the use of the long distance credit card privileges now afforded Montana registered pilots.

The Wide Area Telephone Service (WATS) will become available for persons wishing to contact the FSS. Pilots are encouraged to use these WATS numbers for filing and closing flight plans, obtaining preflight briefings, providing and receiving NOTAM and airport information, and reporting emergencies.

Coincident with the implementation of the WATS system, the exchange service between Chinook and Great Falls, Polson and Kalispell, and the Kalispell, Helena and Havre exchange lines will be terminated into the Great Falls FSS and the Laurel to Billings line will be terminated into the Billings FSS.

WATS numbers to call are: 1-800-874-4202 in Great Falls and 1-800-824-7706 in Billings.



CALENDAR

Oct. 11-12 - Montana Aeronautics Board Meeting, Helena.

Oct. 24-26 - MAMA Meeting, Kalispell.

Oct. 24-27 - AOPA Convention & Industry Exhibit, Nashville, Tenn.

Dec. 13-14 - Aeronautics Board Meeting, Helena.

Jan. 23-26 - MATA Convention, Great Falls.

March 6-9 - Statewide Aviation Conference.

March 6-9 - Aviation Mechanics Seminar.

March 22-24 - Flight Instruction Refresher Clinic, Helena.

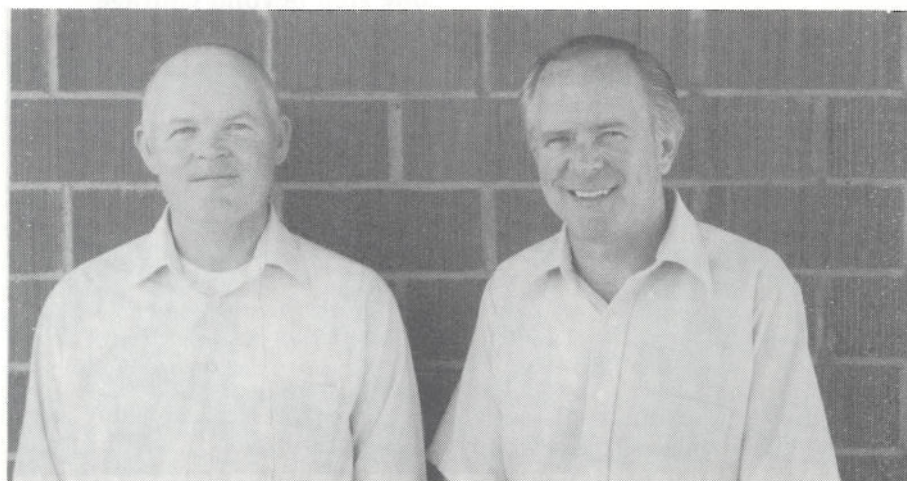
HELENA FSDO

HIRES TWO

Two new employees have joined the staff at the Helena FSDO office.

Allen B. Neal assumes the position of Accident Prevention Specialist for the state of Montana. He was transferred to the Helena office from his assignment as Operations Inspector in Grand Junction, Colorado. Allen has over 17 years of FAA experience in Grand Junction and Denver GADO offices, at regional headquarters in Denver, and the FSS in Minneapolis, Minnesota. He holds a degree from Greeley, Colorado, and has been a pilot since 1964.

Kemper Hall graduated from Missoula Sentinel High School and was a designated FAA pilot examiner in the Great Falls area during the late 1960s. His prior FAA employment included assignments in Fargo, North Dakota, Grand Rapids, Michigan, and the Chicago, Illinois, regional office. More recently he worked at the FSDO office at Casper, Wyoming. He will serve as Operations Unit Supervisor at the Helena office.



Allen Neal (left) and Kemper Hall have joined the Helena FSDO staff.

PILOT RECEIVES POSTHUMOUS TRIBUTES

During a ceremony at a special luncheon in Polson August 15, slain Polson pilot Harry Lee Shryock was honored posthumously by the FAA, Montana Governor Ted Schwinden, and members of Montana's Congressional delegation. Also attending was Mike Ferguson, administrator of the Montana Aeronautic Division.

Shryock died in January. He was shot by a gunman at the Polson Airport after he volunteered to fly a plane for the fugitive in exchange for a young hostage.

The luncheon, sponsored by the Rotary Club of Polson of which Shryock was a member, was attended by his widow, Dee, members of his family, and special friends. Introductions were made by Frank Mutch, Polson Rotary president.

Wayne Barlow, deputy director of the Northwest Mountain Region of the FAA, presented Shryock's widow with a Certificate of Commendation which read "For giving his life by volunteering his services as a pilot in exchange for the release of a thirteen-year-old boy who was being held hostage and for working with law enforcement officials, despite the grave risk, in securing the capture of the abductor. His courageous and humanitarian actions merit the admiration and appreciation of all who fly."

Governor Ted Schwinden, in presenting Dee with a Governor's Citation, called Shryock's deed "an heroic and caring act." Both Senator John Melcher and Representative Pat Williams also spoke of Shryock's courage and caring.

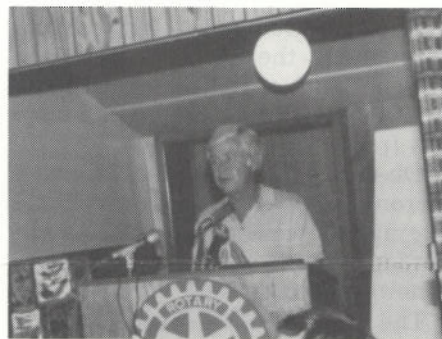


The FAA Certificate of Commendation is read to Dee Shryock by Wayne Barlow.



Governor Ted Schwinden told the group that Shryock went "one step beyond courage."

In final comments, Shryock's son George spoke of his father's many acts of courage and called such courage the "cornerstone of professionalism."



Rep. Pat William (top) and Senator John Melcher (above) spoke about Shryock's courage and caring.



Wayne Barlow chats with Mrs. Shryock following the luncheon.



"Courage is the cornerstone of professionalism," George Shryock tells the gathering as FAA Deputy Director Wayne Barlow, Mrs. Dee Shryock, Governor Ted Schwinden, and Rep. Pat Williams listen.

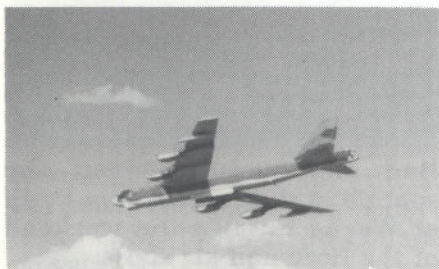
Air Force Requests MOA Change

The Federal Aviation Administration is reviewing the Department of Air Force request to change the status of Belle Creek Military Operations Area (MOA) to a permanent MOA. Belle Creek MOA, located in the southeast corner of Montana, was established in July 1983 as a temporary MOA to accommodate the Strategic Air Command (SAC) Bombing and Navigation Competition Exercise held in October 1983.

SAC has a continuing requirement to conduct non-hazardous training activities and, therefore, requests the MOA status be changed from temporary to permanent.

The purpose of the MOA is to provide airspace for low altitude fighter intercept training activity among fighters and bombers and to provide airspace for occasional air refueling.

Interested persons are invited to participate in the aeronautical study by submitting comments to the Airspace and Procedures Office of the Northwest Mountain Region of the FAA, 17900 Pacific Highway South, C-68966, Seattle, Wash. 98168, attention ANM-530. To be eligible for consideration, comments must be relevant to the effect the proposal will have upon use of airspace. Objections to the proposal should be set forth in a letter stating valid aeronautical reasons. Replies received no later than October 9, 1984, will be considered before final action is taken. When replying, refer to Aeronautical Study No. 84-ANM-169-NR.



Update On Unicom Frequencies

By: Jerry Burrows
Aviation Representative

122.750 MHz. This is the sole dedicated general aviation air-to-air frequency and satisfies the needs of pilots operating under visual flight rules who wish to utilize a "buddy system" in flight; i.e., monitor a common frequency. Communications shall be directly related to aircraft operational matters.

122.900 MHz. Private aircraft stations may utilize this frequency to transmit pertinent advisory information in accordance with FAA recommended traffic advisory practices for the benefit and use of other stations lawfully monitoring such frequencies. The recommended transmissions are permitted when inbound to or outbound from an airport that does not have a control tower, Flight Service Station, or unicom located at the landing area.

While there are other uses for both the above frequencies, use 122.75 MHz for **air-to-air** and 122.9 MHz to **broadcast your intentions** when arriving at or departing from an airport without any radios.

CFR School Offered

Airport firefighters will receive comprehensive training in Great Falls October 1 — 5, 1984, from the Montana Air National Guard CFR Fire Department and the Montana Fire Services Training School.

Any firefighter who may be called upon to respond to an aircraft fire is eligible for financial assistance from the Montana Aeronautics Division to attend this school. Those completing the training will receive FAA certification. Contact Jerry Burrows at Montana Aeronautics in Helena for further information.

SO LONG, PATTY!



Patty Mitchell, Aeronautics Supervisor of Aviation Safety and Compliance since January 1983, submitted her resignation in August. She plans to spend her "free time" working on the establishment of a flight school at Belgrade. We'll all miss her!

Reproduction of FAA Pilot Certificates

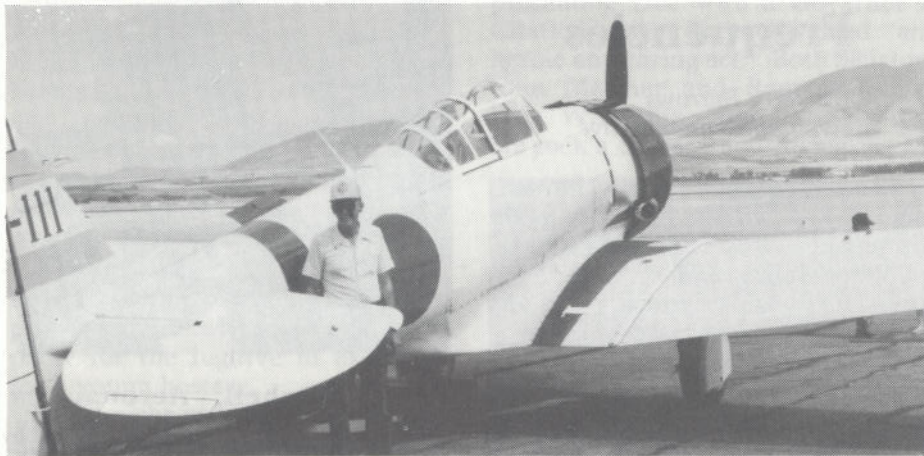
Flight Standards District Offices have been informed that there is a company advertising the new "Aerocard." This card is credit card size and made of plastic.

FAR 613.(a) provides that a crew member of a civil aircraft of United States registry must have a current pilot certificate in his personal possession during the operation of an aircraft. This means that the certificate holder must be in possession of his ORIGINAL certificate, NOT merely a duplicate.

The United States Code provides criminal penalties for one who produces, transfers or possesses an identification document of the U.S. which is produced without authority and for the unauthorized making, use or possession of the seal of any department or agency of the United States. See 18 U.S.C. 1028, 18 U.S.C. 506 and 18 U.S.C. 1017. The Department of Transportation logo on Airman Certificates is the seal of the agency for airman certificates.

Bozeman Holds Air Show

Aug. 18 - 19



Fred Hasskamp poses beside a replica of the Japanese Zero, one of five that were part of the Confederate Air Force.



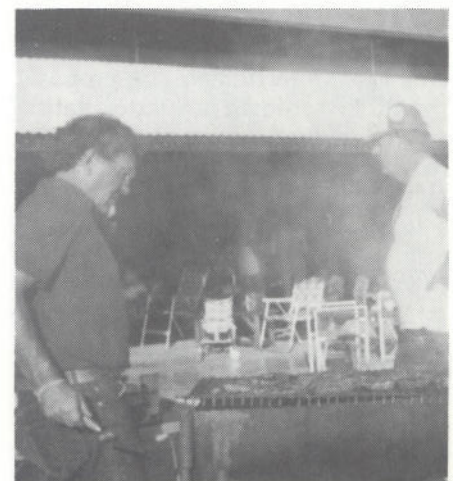
The Navy Warthog and the B-25 were the "good guys" at the mock air battle of the Confederate Air Force.



The F-16 was one of many fighter jets on display at Gallatin Field.



A miniature Thunderbird drew lots of attention from the younger crowd (and a considerable amount from the older ones, too).



Bud Hall (left) wielded the spatula at dinnertime at a fly-in at Wayne Edsall's the weekend of the Bozeman air show.

Fly With A Cold??? Not On Your Life!!!

If you've seen one of the movie adaptations of the H.G. Wells classic, "War of the Worlds," you'll recall that the Martian pilots of the flying saucers devastating the Earth were finally conquered. Not by military firepower or even an atom bomb. But by the common cold.

While the alien intelligence in Wells' book were fatally susceptible to cold germs, we human beings rarely succumb to colds. That's not to say, however, that a cold that's a mere discomfort on the ground can't become a serious menace to a pilot - and his passengers - in the air.

All of us no doubt remember the warning of our instructor: "Don't fly with a cold." But while most of us have heard these words, we may not know why it's sound advice.

If you have a cold, you're likely to feel tired, worn out, drowsy or irritable. You may be in some discomfort and, possibly, pain. All of these conditions, individually or together, work to make you an unsafe pilot in the air.

Colds can cause even greater problems to the pilot. Swollen lymph tissue and mucous membranes are apt to block sinuses, as well as the ears. This can cause disabling pain and pressure vertigo during descent, which in turn may result in loss of control of the aircraft.

Additionally, infection of the inner ear by various cold and flu-like viruses can produce severe vertigo, which could easily make straight-and-level flight impossible.

If you fly an unpressurized aircraft, you are almost sure to encounter the problem of ear discomfort during ascent or descent. The following is a layman's discussion of how pressure affects your ears and will illustrate the potential danger here.

As your aircraft gains altitude, the atmospheric pressure decreases and so does the pressure in the external ear canal. The middle ear, being a closed cavity, stays at ground-level pressure.

When the pressure in the middle ear exceeds that of the external ear canal, your eardrum starts to bulge out somewhat. The middle ear is sensitive to this change and requires only a slight excess of pressure to open the eustachian tube, so that gas may pass by this route through the nose or mouth.

In this way, pressure is equalized on both sides of the eardrum. You may be aware of this pressure change by alternating sensations of ear fullness or "clearing."

During descent, however, conditions within the ear are reversed. As the surrounding air pressure increases, the middle ear - which has adjusted itself to the reduced pressure at altitude by the process just described - is at a lower pressure than the external ear canal. Consequently, the outside air forces the eardrum to bulge inward.

This condition is more difficult to relieve, since air must be introduced back up the eustachian tube to equalize the pressure. The partial vacuum in the middle ear also tends to collapse, rather than inflate, the walls of the eustachian tube.

If you have a cold, the tissue around the nasal end of the eustachian tube will probably be swollen, and you can expect ear problems to be aggravated in flight. The best advice is to stay on the ground.

If you must fly, do so at lower altitudes. This precaution may prevent a perforated or painful eardrum. A perforated eardrum generally heals rapidly. In some cases, hearing is impaired permanently, or the middle ear becomes infected and causes prolonged disability.

Incidentally, don't count on cold remedies and prescriptions to make it safe for you to fly with a cold. They will not. Some medicines specifically state on the label that usage will cause drowsiness. Others caution the user to refrain from operating any kind of machinery or equipment. Medications such as aspirin, cold tablets, cough mix-

tures, and laxatives can jeopardize safe flight by their subtle or unpredictable effects on the pilot.

Dangers that may accompany pill taking include drug allergies that could disable the pilot and unexpected side reactions, such as nausea or vertigo, even if the pilot has never before suffered such side effects.

High altitude flying or "G" forces have been observed to change the effect of some medications. And, two drugs taken at the same time occasionally cancel each other, render each other more potent, or cause a side reaction not experienced with either medication alone.

Remember, too, that the pilot who flies while ill, or while taking disqualifying medication, is in violation of the Federal Aviation Regulations. When in doubt, check with your local FAA medical examiner.

AVEMCO Insurance Company
AOPA Newsletter - 12/83

Note To Montana Airport Managers

You may be missing out on an opportunity to obtain excess federal personal property to assist in the operation of your airport. The Federal Property and Administrative Services Act of 1949, as amended, and related statutes, authorizes the Administrator of General Services to donate surplus personal property to any state, political subdivision, municipality, or tax supported institution for use in the development, improvement, operation, or maintenance of a public airport.

The types of equipment include hand and machine tools, office machines, furniture, hardware, motor vehicles, construction equipment, and other miscellaneous supplies. Contact the Helena Airports District Office for further information at 449-5271.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

LeRoy Skaug Miles City
Roy Zahm Billings
Steve Sutton Lewistown
Thomas Boland Billings
Brad Francke Billings
Donald Peterson Billings
Aaron Guidi Billings
Douglas Gaskill Olive
Robert Crane Hardin

COMMERCIAL

Steve Sutton Lewistown
Thomas Boland Billings
Darrold Hutchinson Hingham
Eric Nelson Billings

INSTRUMENT

Steve Sutton Lewistown
Thomas Boland Billings
Kirk Hohenberger Billings
Eric Nelson Billings

ATP

John Stanek Billings

MULTI-ENGINE

Bradley Duerst Billings

SEAPLANE

Robert Priewe Billings

INSTRUCTOR

Steve Sutton Lewistown
Jay Zygmund Billings
Eric Nelson Billings

INSTRUCTOR RENEWAL

Gary Robison Billings

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PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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